

WEATHER FORECAST.

Rain and somewhat warmer to-day; to-morrow cloudy and colder.
Highest temperature yesterday, 41; lowest, 29.
Detailed weather reports will be found on editorial page.

VOL. LXXXV.—NO. 159—DAILY.

NEW YORK,

SATURDAY, FEBRUARY 5, 1921.

ENTERED AS SECOND CLASS MATTER,
POST OFFICE, NEW YORK, N. Y.

PRICE TWO CENTS

THREE CENTS
WITHIN 300 MILES
FOUR CENTS ELSEWHERE.

BERLIN SEES HAND OF GEDDES URGING QUICK AGREEMENT

Sought Reparation Settlement Before Harding Took Office, Official View of Allies' Action.

TO FIGHT FOR TIME

Germany Hopes for Interference From America That Will Lessen Severity of Programme.

LONG FOR A 'BIG STICK'

Leaders Dread Another Debate in United States Senate Over the Versailles Treaty.

By RAYMOND SWING.

Special Cable to THE NEW YORK HERALD.
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New York Herald Bureau, Berlin, Feb. 4.

The man who indirectly most influenced the Paris reparations conference of the allied Premiers was Sir Auckland Geddes, British Ambassador to the United States, according to a report in official circles in Berlin. Sir Auckland, it is believed here, took to Paris with him information from Washington which made both England and France feel the urgency for uniting to have large reparation payments agreed to before the Harding Administration was installed in Washington.

It is believed here that a race is going on between the Allies and the celerator, and that the Germans with this in mind will do all in their power to gain time.

Meanwhile in Government and business circles here three questions are being asked with great seriousness, are emphasized more perhaps than any others. They are:

How long will it be after Mr. Harding's inauguration as President of the United States before peace between America and Germany is declared?

How long will it be before the successor to President Wilson takes a decisive step in the arena of European affairs?

Do American leaders deem the prosperity of central Europe essential enough to American prosperity to warrant interference by the United States in the Allies' reparations programme?

German Hopes Life Here.

These questions have been publicly discussed here, for in the columns of all the German press most of the comment is in the form of complaints, and there is little attempt to analyze what the next two months will have in store for Germany. But the eyes of responsible German leaders are on America.

If American business men want central Europe as a customer, if the United States Senate adopts the Knox peace resolution, if Mr. Harding resuscitates the Roosevelt "big stick" and all this comes to pass quickly, the prospect for next March is not so tragic to the Germans as it is to the Allies. Mr. Harding watchfully waits, German leaders anticipate a bad time.

There are only two Powers in the world, the United States and England, its was pointed out here, strong enough to change the Paris reparations settlement. Labor is regarded as not being in a position to play a decisive part, and even if it were inclined to injure the Allies' reparations programme its strength lies only with the English Government.

No Hope in English Labor.

In England, however, it is our misfortune that there are a million unemployed, and, therefore, this is a poor time to appeal to the egoism of the English workers, an important German official here said to-day. "It is a good lesson to us, who were often tempted to say that if we should go down the road would go down too. If I have a disease, it will not help me for others to get it. I need healthy men around me to get well."

But the belief in American business as a factor favorable to Germany is held to be supported by the rise in the value of the mark, a rise that is ascribed by leading German financiers not to idle speculation in New York, but to the natural change in the American policy which is bound to come. But now this advancing tendency on the part of the mark is interrupted by the Paris reparations decision.

"The rise in the mark bespoke the opening of the doors of Central Europe to American raw materials," says a writer in the *Continental Zeitung*, "but it is not to be assumed that America will continue to satisfy the British by removing a competitor if it crosses the American market. The divergence between American and British interests in German industries is certain to come sharply into the foreground, especially when the reparations total is fixed in London."

BRITISH TRADE GREETS CHANGED TAX PLAN

Abandonment of Excess Profits Levy Welcomed.

Special Cable to THE NEW YORK HERALD.
Copyright, 1921, by THE NEW YORK HERALD.
New York Herald Bureau, London, Feb. 4.

The announcement by Austen Chamberlain, Chancellor of the Exchequer,

Public Carnival Season in Germany Forbidden

BERLIN, Feb. 4.—Herr Severing, Prussian Minister of Interior, who recently put the ban on the wearing of monocles by members of the Security Police, has notified President Ebert that in view of the "great gravity of Germany's situation," the coming carnival season, in which the Germans have been accustomed to make merry for a month, is to be abolished. He hopes the people will abandon their preparations for the carnival, but in case they disobey the order they will be severely punished. Baden and Bavaria also have banned masked balls and other public carnivals. The Munich Government, referring to the reparations demands in explaining the action, says: "Merrymaking has no place among us in these troubled times."

U. S. REFUSES TO CANCEL WAR DEBT

Britain Made Proposals for Clean Slate, Says J. Austen Chamberlain.

SELFISH MOTIVE DENIED

It Would Be Beneath Empire's Dignity to Try Again, Asserts Chancellor.

By the Associated Press.

BIRMINGHAM, England, Feb. 4.—The British Government formally proposed a cancellation of all interallied debts, but the proposals were unacceptable to the American Government, said J. Austen Chamberlain, Chancellor of the Exchequer, in a speech to his constituents here to-day.

"To make them again would be, I think," Mr. Chamberlain continued, "beneath our dignity, and would render us liable to a misconception of our motive."

"In making them," said Mr. Chamberlain, "we sought no national advantage for ourselves. We proposed a solution in which we should have foregone claims larger than any remitted to us, and we proposed it because we believed it would be in the interests of good relations among peoples, the rehabilitation of national credit and the restoration of international trade."

"Our great international debt is due to the obligations we undertook on behalf of our Allies. If we had only ourselves to consider we should have been practically free of external debt at the present time."

Mr. Chamberlain prefaced his remarks by saying that he would have preferred at the close of the war that the whole interallied debt had been wiped out, so as to start with a clean slate. There was no proposal for a settlement of the international debt among the allied and associated Powers, whether for a total or partial remission, which the British Government would not have been prepared to be a party to, he declared.

London, Feb. 4.—Negotiations relative to the adjustment of Great Britain's debt to the United States are in the hands of Sir Auckland Geddes, British Ambassador in Washington, and the proposed trip to America of Lord Chalmers, Permanent Secretary of the Treasury, was merely to facilitate the conversations, was the explanation given here for the postponement of Lord Chalmers' visit to the United States.

BRITAIN HAS NOT ASKED U. S. TO QUASH WAR DEBT

Story Due to Sir George Paish's Informal Suggestion.

By the Associated Press.
WASHINGTON, Feb. 4.—Treasury officials refused to comment to-night on the statement of the British Chancellor of the Exchequer that the United States Government refused to accept British Government proposals that the interallied debts arising from the world war be cancelled.

No negotiation has ever been made in official circles here of any proposal officially tendered by Great Britain for cancellation of the interallied debts, but it was recalled that Sir George Paish, the British financial expert, who visited the United States a year ago, put forward some such proposal. Sir George's mission was not to discuss official and consequently his proposal did not receive official consideration.

In fact, so far as could be learned to-night, no official here is aware that the British Government has ever through any official channel proposed a remission or cancellation of the British war debt to the United States. Great Britain's indebtedness of about \$4,000,000,000 is far larger than that of any other of the allied countries.

EMPEROR CHARLES TO TRY TO REGAIN THRONE

Says He Intends a Coup d'Etat at Budapest in Spring.

GENEVA, Feb. 4.—Former Emperor Charles is at present in Bern, Switzerland, according to the *Basler Nachrichten* and the *Sozialist Tagblatt*, intends a coup d'etat this spring, having decided to return to the throne at Budapest "whatever the consequences."

He is reported by the newspapers as saying that he considers his exile unjust and that he is entitled to the throne of Hungary.

FIUME ELECTS ANNEXATIONIST.

Press, Feb. 4.—Following the resignation of Mayor Gigante, the Provisional Government of Fiume elected Salvatore Belpasich, 31 years old, to the post. Belpasich is a fiery annexationist. The city of Fiume remains calm, but business has not yet picked up. Two small cargo boats have entered the port.

\$250.00 for an expenditure of \$2.25. Read and in to-day's HERALD. See advertisement next to last page—Advs.

Continued on Third Page.

URGE CONGRESS TO TEST BATTLESHIP BY AIRPLANE FIRE

Admirals Sims and Fiske and Gen. Mitchell Want Unique Duel.

TO DECIDE SUPREMACY

Naval Officers Recommend Construction of Two Large Plane Carriers.

FLEET NEEDS DEFENCES

Say, Ships Now Being Built Would Be Defeated Without Aerial Arm.

Special Dispatch to THE NEW YORK HERALD.
New York Herald Bureau, Washington, D. C., Feb. 4.

Rear Admiral William S. Sims, commander of American naval forces abroad during the war, again to-day came into sharp conflict with the views of Secretary of the Navy Daniels and the Navy General Board by expressing the opinion that as a result of experience during the world war the effectiveness of the battleship as a weapon of warfare has been decreased greatly by the development of aviation.

Victory on the sea in the future probably will lie with the navy that has the superior air force, Admiral Sims said, and in the main backed up the view of Brig.-Gen. William Mitchell, assistant chief of the Army air service, that the battleship cannot withstand a powerful aerial attack.

He was backed in this view by Rear Admiral Bradley A. Fiske, retired, and Gen. Mitchell in testimony before the committee, but this position was subject to a counter attack by Rear Admiral Badger, head of the Navy General Board, which, in a statement yesterday, predicted that the airplane would not displace the battleship.

Admirals Sims and Fiske and Gen. Mitchell urged that Congress arrange for a battle between airplanes and an obsolete battleship to determine the damage that can be inflicted from the air.

Representative Butler (Pa.), chairman of the committee, expressed the opinion that this should be done at once.

Decided Difference Shown.
The sharp conflict in the views of high naval officers is shown by the fact that while Admiral Badger said the present menace of the airplane attack against the battleship is only about a 10 per cent. danger, Admiral Fiske said that in a battle between two dreadnoughts and one large airplane carrier full of planes he would prefer to be on the carrier.

Admirals Sims and Fiske recommended the immediate construction of two large airplane carriers, capable of carrying eighty planes and able to make a speed of about 32 knots.

As the dispute over the respective merits of the battleship and the airplane waxed warm before the committee a dispute arose between the two groups of officers as to the damage done by aerial bombs on the obsolete battleship Indiana. Efforts to obtain accurate information from members of the General Board present failed until Admiral Sims presented a chart showing that 11 per cent. of the sand bombs dropped were direct hits and about 41 per cent. within sixty feet of the vessel.

Rear Admiral Conitt, chief of naval operations, then inferred that Admiral Sims had no right to make the figures public and said that he could not understand how the results came into the possession of General Mitchell and Admiral Sims.

"I obtained these figures from army aviation observers who were asked by Secretary Daniels to witness the bombing of the Indiana," said General Mitchell, "and I did not slip them out of any back door."

Of Little Use Without Planes.
"So great now is the menace of airplane attack against a fleet," Admiral Sims said, "that when our ships now under construction are completed they will be of little use in contact with another fleet unless they are adequately equipped with aircraft, and would be defeated. We have got to be equal to the air force on the other side."

"A fleet that has planes can carry out torpedo and bombing attacks at leisure. There is no doubt of the defeat of the fleet without them. We have got to put money and time behind the development of the airplane, the aerial torpedo and the airplane carrier. Nothing is so important as pushing the development of the airplane and airplane carrier."

Minimizing the value of anti-airplane guns, Admiral Sims pointed out that on the Western front during the war, it took 1,000 shots to score one hit.

SAYS HARDING PLANS DISARMAMENT CALL

Butler Feels Sure of Request to All Nations.

Special Dispatch to THE NEW YORK HERALD.
New York Herald Bureau, Washington, D. C., Feb. 4.

The definite statement that President Harding will ask the nations of the world to meet in Washington to discuss the question of disarmament or armament reduction was made to the House Naval Committee to-day by its chairman, Representative Butler (Pa.), who has been in close touch with Mr. Harding on naval matters.

"I do know that the nations of the world," he said, "are anxious to see the United States take the lead in disarmament and progressive men and women see the situation. Wanted columns of The Herald. Not their comments to-day and in to-morrow's issue—Advs."

Continued on Sixth Page.

BUSINESS REVIVAL FORCES BIG MILLS TO NIGHT WORK

SALEM, Mass., Feb. 4.—Increasing evidence of the revival of business in New England textile mills is afforded in to-day's announcement by the management of the big Naumkeag cotton factory here that beginning February 14 the company will have to put on night shifts to keep up with orders. Inasmuch as the law allows the employment of men only for this night work, and the scale is 16 2-3 per cent. higher than that prevailing for the day operatives, the order for night work is cause for general rejoicing.

The night work will start with 100 looms, but it is confidently predicted that it will not be long before fully 250 are in operation. The plant, which employs some 1,100 hands, is already running to capacity on day work, as is its bleaching plant in Danvers, employing some 400 hands.

The recent installation of new spinning machines of much greater speed than those they replaced, has so increased the output of the spinning department that the looms cannot begin to handle the yarn as fast as it is turned out. The company has no room to install additional looms, so is forced to put on night shifts to keep up with business.

Incidentally with the inauguration of night work the company purposes to employ as many women as possible in the day time in the weaving department, reserving the men workers for the night job.

BILL BARS SMOKING IN U. S. BUILDINGS

Congress Is to Pass Upon a Measure Favored by Senator Smoot.

PENALTY SET IS \$50 FINE

Fire in Commerce Building That Destroyed Records Leads to Move.

Special Dispatch to THE NEW YORK HERALD.
New York Herald Bureau, Washington, D. C., Feb. 4.

Congress is about to pass upon legislation that after July 1 will prohibit Government employees in executive departments from smoking while on duty. The Senate Appropriations Committee favorably reported to-day an amendment to the sundry civil bill legislation proposed originally as a separate bill by Senator Smoot (Utah), making it unlawful to smoke in buildings "owned, rented or leased by any executive department or independent establishment of the Government."

The anti-smoking proposal was made by Senator Smoot immediately after a fire in the Department of Commerce Building, which resulted in the destruction of valuable century old census records which cannot be replaced. The fire was said to have been caused by a smoldering cigarette thrown among some papers by an employee.

SAYS MORMONS BACK
ANTI-TOBACCO BILL

Utah Legislator Fights to Prevent Cigarette Ban.

Special Dispatch to THE NEW YORK HERALD.
SALT LAKE CITY, Feb. 4.—The anti-tobacco bill, which passed the Utah Senate yesterday, 14 to 3, went to the Committee on Manufactures and Commerce to-day after the proponents of the measure made a hard fight to get it before the Committee on Education. It is predicted that the bill will come out of the committee amended to allow the sale of cigarettes, even if the other objectionable features are retained.

In the argument on the bill accusations were made on the floor that the Mormon Church had injected itself into the Legislature.

This came when a Mormon Senator made an appeal for the bill because it was in accord with the religious tenets of the Mormon Church.

The bill makes it unlawful to sell cigarettes or cigarette papers or to keep them for sale, and gives the right of search of suspected premises and confiscation of such cigarette material when found.

ANTI-CIGARETTE REPEAL
SIGNED IN TENNESSEE

Original 1901 Law Could Not Be Enforced in State.

Special Dispatch to THE NEW YORK HERALD.
NASHVILLE, Feb. 4.—Cigarettes now are sold legally in Tennessee for the first time in twenty years. Gov. Alfred A. Taylor has signed the bill which repealed the act of 1901 outlawing cigarettes and forbidding their sale in this State.

The repeal bill went through last week only upon the assurance of its champions that a bill would be passed forbidding the sale of cigarettes to minors, and another bill making the sale to adults taxable. Both these bills have been introduced and will be passed unanimously next week.

While Mrs. South fooled her husband, the children themselves, fooled the newspapers and the public, fooled everybody but herself and the institution from which she procured the babies, it is a pity that the children who have been committed to her care have been committed to a wrong from a moral standpoint.

SULKY BOLSHIEVSKI
SEE MARTENS SAIL

Russian 'Ambassador' Quits Gothenburg for Libau.

STOCKHOLM, Feb. 4.—Ludwig C. A. K. Martens and 124 companions, deported from the United States as undesirable, sailed from Gothenburg to-day for Libau. Forty-two other Bolsheviki, who made the voyage on the steamer Stockholm, from New York, were detained aboard the vessel, having refused to transfer to the Swedish steamer Sodra-Sverige, on which Martens and his friends would make the journey to Libau. The newspapers to-day express indignation that the recalcitrant Bolsheviki were not forced to leave the Stockholm and go aboard the Sodra-Sverige. Captain Andersburg said the Bolsheviki had been spoiled aboard his vessel and that was why they would not leave it for the Sodra-Sverige.

Insurance Men Testify.
Mr. Whitman spent his time before the Grand Jury yesterday in examining Robert L. Lissner of 80 Maiden lane and E. B. Hopwood of 55 John street, insurance adjusters, who had paid rewards to policemen who turned up stolen motor cars. These and a few other witnesses whose names were not disclosed proved so interesting that the examination of several others who were waiting was postponed. Among them were Armstrong and John Neun, Thomas O'Connor and John Neun, against none of whom any accusation stands. Neun drove Mayor John Purroy Mitchell's car at the time an assassin shot at the late Mayor in City Hall Park and hit then.

Continued on Second Page.

WILL you need additional help Monday morning? Place Help Wanted advertisement in THE NEW YORK HERALD, Sunday, and secure quality applicants. Price 10¢ per ad.

To the Unemployed
and those seeking better positions
Refer to the Help Wanted advertisements in
THE NEW YORK HERALD
TO-MORROW, SUNDAY, SECTION SIX
And do not overlook the offerings of Employment Agencies for help of the better kind.

AUTOMOBILE THIEF IN TOMBS BETRAYS COPS TO WHITMAN

Tells Prosecutor He Shared Rewards With Two Men of Motor Car Squad.

SEWER BRIBERY NEXT

22 Checks Involving Persons in Finance and Politics Are Scrutinized.

NEW INDICTMENTS SURE

Scandals in Civic Government Are Spreading Now to Kings and Queens.

The case which Charles S. Whitman is building up against members of the Police Department in relation to the use and disposal of stolen automobiles was strengthened yesterday by the admissions of a thief. This man, now in the Tombs prison, says he stole cars and by arrangement placed them where the police could find them, the idea being that he should share in the rewards to be paid by insurance companies for their "recovery." His story implicates at least two members of the police automobile squad.

The story was told to one of Mr. Whitman's assistants, Frederick J. Groehl, ex-City Magistrate, by a man who has been convicted of grand larceny because of one of his thefts and is awaiting sentence. He was arrested by a policeman who is not a member of the automobile squad. His story, standing alone, would be worthless, but it was reported without denial in the Criminal Courts Building yesterday afternoon that the necessary corroboration had been obtained by Mr. Groehl and that the evidence will be ready for the Grand Jury early next week.

This confession is of special interest because it is the first important "break" in Mr. Whitman's investigation that has come from outside the Police Department. He has been told by policemen themselves that certain members of the automobile squad worked in collusion with thieves, and now, if yesterday's confession amounts to as much as the investigators think it does, this assertion has been double checked and proved to be accurate.

Mr. Whitman had several witnesses before the Grand Jury yesterday but postponed the recommendation of indictments until next week.

Boring Into Sewer Contracts.
Publication of the fact yesterday morning that the investigators were now boring into city sewer contracts, and that Arthur M. King of the Whitman staff had possession of twenty-two checks and other evidence which was expected to result in the indictment of men of political and financial note disturbed both Mr. Whitman and Mr. King. The evidence regarded as so important that they refuse to say a thing about it except in the event of action by the Grand Jury. It relates to contracts in Queens as well as Kings. One of the two principal witnesses for whom Mr. King has been scouting turned up yesterday and was examined. The other is supposed to be in a distant State. He is said to be the agent of a company manufacturing sewer pipe. Mr. Whitman said last night:

"I cannot under the present conditions discuss any matter that Mr. King is investigating."

John S. Armstrong, former member of the automobile squad, who admits that he received rewards for the return of stolen cars and has testified twice before the Grand Jury, received from Mr. Whitman yesterday an ironclad stipulation of immunity. These and the stipulations which Mr. Whitman signed in order to obtain the incriminating evidence against Lieut. Becker are said to be the only agreements of the sort ever filed in the Court of General Sessions. It was orally agreed to between Mr. Whitman and Thomas I. Sheridan, Armstrong's counsel, last week, and put into writing and signed yesterday by Mr. Whitman and District Attorney Swann with the sanction of Judge Crain of General Sessions. The essential part of it reads:

"It is therefore stipulated and agreed by Charles S. Whitman that John Armstrong shall not be prosecuted or subjected to any penalty or forfeiture for or on account of any transaction, matter or thing concerning which he has testified or may testify or by reason of any testimony, documentary or otherwise. And it is stipulated further that it is the intention of this stipulation to give absolute immunity to John Armstrong on account of any transaction concerning which he has given testimony."

Down on the streets of the city crowds watched the aerial maneuvers ignorant of the fact that they also watched a fight for life. For twenty or thirty minutes the planes roared about the city until theoretically no two stones of any building were in juxtaposition. Then they went home, leaving a vivid idea behind them in the minds of some of the city's thoughtful of just how long this city would remain intact under an enemy's aerial assault unless our own air service was in the sky to repulse it.

GERMANS MADE AIRSHIP
TO ATTACK THIS CITY

Gen. Mitchell Tells of Dirigible Now in French Hands.

Special Dispatch to THE NEW YORK HERALD.
New York Herald Bureau, Washington, D. C., Feb. 4.

The Germans, just before the armistice, were planning to attack New York City with a huge dirigible, according to flying around the world, Brig.-Gen. William Mitchell disclosed before the House Naval Affairs Committee to-day.

The huge airship, the L 72, was completed and is now in the hands of the French, Gen. Mitchell said.

"I believe it could have attacked New York City with success," he added. "It was designed to fly at a height of 30,000 feet, thus making it virtually immune from attacks by airplanes on its trip here. It was equipped with electrical devices that kept its engines warm at the high altitude. The dirigible was protected with electrically heated clothes and supplied with oxygen from tanks. The big ship was able to carry twenty tons of explosives."

Deerfoot Farm Sausage Now.
Try them and you'll get the difference. Famous Red River and Sausage. Have some for breakfast to-morrow—Advs.

Wilson, on Homestretch, Gets 14 Clean Up Bills

Special Dispatch to THE NEW YORK HERALD.
New York Herald Bureau, Washington, D. C., Feb. 4.

PRESIDENT WILSON entered to-day upon the homestretch of his administration with a single month to a day remaining before he turns over the executive branch of the Government to Warren G. Harding.

As a starter for the last four weeks of work Mr. Wilson has received fourteen bills which require his attention. They are measures of ordinary importance and furnish a goodly amount of administrative clean-up prior to the incoming of the new administration.

The expectation is that not fewer than 100 more bills will reach Mr. Wilson before he leaves office, together with documents relating to the adjustment of numerous departmental matters and a vast number of commissions.

FLIER NEAR DEATH IN A MIMIC BATTLE

Observer in One of Ten Bombing Planes Fights Fire Peril Over New York City.

FAST RACE TO SAFETY

Pilot Rushes Craft to Mineola Field—Lieut. Black Is Taken to Hospital.

A mimic attack on New York City by a squadron of ten planes yesterday at noon narrowly escaped becoming a grim reality of war for two of the twenty air service men involved.

The airplanes, big De Havilland bombing planes carrying pilot and observer, were ordered by the War Department to fly over the city in strict wartime formation and treat the inhabitants to an idea of just what an attack from the air would mean. The stunt was intended to stimulate recruiting to the aviation section of the Army.

Col. A. R. Christie, commander of Mitchell Field, Mineola, despatched the planes on their mission. Major Thomas G. Lamplugh was in command, and flew in front at the apex of the "V" formation adopted. With their 400-horsepower Liberty motors in full action the planes, rising higher and higher, approached the helpless city, heading for lower Manhattan. As they reached the zone of skyscrapers the observers in the rear cockpits began dropping smoke bombs and shooting off very pistols of vari-colored lights, while the pilots kept their planes in formation. The very lights were harmless and the smoke bombs also were innocuous, although decidedly impressive as they exploded into dense clouds of black in midair.

While Lieut. Edward C. Black, perched on the sunner's stool in the observation cockpit of one of the machines, was calmly bombing the city, one of the explosives went off in the cockpit. His hands and face, despite the protection gloves and goggles and helmet, were burned severely, and his clothes and the fuselage of the machine were set on fire. Black kept his nerve, grabbed a fire extinguisher, which was part of the equipment of the cockpit, and pumped a few feet away, but powerless to help. Lieut. Ulysses G. Jones gripped the stick of his machine and kept one eye on the nearest river. He knew a dive of 2,000 feet would save himself, but not his comrades, so he kept the plane level and watched the fight. Black won.

Without flame arrows and headed for Mineola, twenty miles away, New York has no landing field nearer on which the big plane could be landed in safety. Jones speeded up the big Liberty motor to the last notch on the throttle and went back at a 125 mile an hour, covering the twenty miles in less than ten minutes. At Mitchell Field Black was lifted from his cockpit and hurried to the post hospital. It was said later his injuries are painful and he will be laid up for some days.

Down on the streets of the city crowds watched the aerial maneuvers ignorant of the fact that they also watched a fight for life. For twenty or thirty minutes the planes roared about the city until theoretically no two stones of any building were in juxtaposition. Then they went home, leaving a vivid idea behind them in the minds of some of the city's thoughtful of just how long this city would remain intact under an enemy's aerial assault unless our own air service was in the sky to repulse it.

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MILLER'S SALVAGE PLAN FOR TRANSIT GAINS POPULARITY

Civic Bodies, Clergy and Citizens Send Thousands of Approval Messages to State Capitol.

CALL HOME RULE FAKE

Even Tammany Men See in Programme Only Solution of Bad Muddle in City's Traction.

NOTABLE MEN INDORSE IT

Former Public Officials and Experts on the Subject Join in Praising Governor for His Courageous Message.

Special Dispatch to THE NEW YORK HERALD.
New York Herald Bureau, Albany, Feb. 4.